





## Mails.

**Occidental & Oriental Steam-Ship Company.**  
TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC OCEAN, CONNECTING  
STEAMERS.

Our monthly *CAELIC* will be  
despatched for San Francisco, via  
Kobe and Yokohama, on SATURDAY,  
the 15th instant, at daylight.  
Connection being made at Yokohama  
with Steamers from Shanghai and Japan  
port.

All Parcel Packages should be marked to  
address in full, and will be received at  
the Company's Office, until 4 p.m. the  
day previous to sailing.

First-class Fares granted as follows:  
To San Francisco and return, \$200.00  
To Liverpool, 350.00  
To London, 330.00  
To other European ports at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers by this Line have the option  
of proceeding onwards by the Southern  
Pacific and connecting Lines, Central Pacific,  
Northern Pacific or Canadian Pacific  
Railways.

Passengers, who have paid full fare, re-  
embarking at San Francisco for Japan or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Collec-  
tor of Customs, San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the  
Company, No. 60A, Queen's Road Central,  
O. D. HARMAN,  
Agent.

Hongkong, June 7, 1889. 1029

## NOTICE.

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**  
PAQUEBOTS POSTES FRANCAIS.

**STEAM FOR**  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,

**MEDITERRANEAN AND**  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;

**ALSO**  
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 20th of June,  
1889, at Noon, the Company's  
Steamship *DAU*, Commandant GORLAND,  
with MALES, PASSENGERS, SPIRIT,  
and CARGO, will leave this Port for the  
above places.

Cargo and Spirits will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit for Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m. Spirits and Parcels until 3 p.m. on  
the 19th June, 1889. (Parcels will not  
be on board; they must be left at the  
Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, June 6, 1889. 1094

## U. S. MAIL LINE.

**PACIFIC MAIL STEAMSHIP  
COMPANY.**

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND THROUGH  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF  
NEW YORK* will be despatched for  
San Francisco via Yokohama, on SATUR-  
DAY, the 22nd June, at 1 p.m., taking  
Passengers and Freight for Japan, the  
United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:  
To San Francisco, \$200.00  
To San Francisco and return, 350.00  
To Liverpool, 325.00  
To London, 300.00

To other European ports at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers by this Line have the option  
of proceeding onwards by the Southern  
Pacific and connecting Lines, Central Pacific,  
Northern Pacific or Canadian Pacific  
Railways.

Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Souled Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
or Freight, apply to the Agency of the  
Company, No. 60A, Queen's Road Central,  
O. D. HARMAN,  
Agent.

Hongkong, June 6, 1889. 1093

## Intimations.

**THE HONGKONG  
LAND INVESTMENT AND  
AGENCY COMPANY,  
LIMITED.**

SUBSCRIBED CAPITAL, £5,000,000  
PAID-UP CAPITAL, 2,500,000  
RESERVE FUND, 1,250,000

Board of Directors:  
Hon. J. J. KESWICK,  
Hon. C. P. GHATER,  
E. A. SOLOMON, Esq.,  
J. S. MOSES, Esq.,  
S. C. MICHAELSEN, Esq.,  
G. E. NOBLE, Esq.,  
LEE SING, Esq.,  
POON TONG, Esq.

THE HONGKONG AND SHANGHAI  
BANKING CORPORATION.

**MONEY ADVANCED ON MORTGAGE,  
ON LAND OR BUILDINGS;  
PROPERTIES  
PURCHASED AND SOLD**

Estates managed, and all kinds of Agency  
and Commission Business relating  
to Land, &c., conducted.

Full Particulars can be obtained at the  
Company's Office, No. 7, Queen's Road  
Central.

A SHELTON HOOPER,  
Secretary.

Victoria Buildings,  
Hongkong, 3rd May, 1889. 844

**THE COMMERCIAL LAW AFFECT-  
ING CHINESE**, with special refer-  
ence to PARTNERSHIP REGISTRATION AND  
BANKRUPTCY LAWS IN HONGKONG.  
Copies may be had at the China Mail  
Office, and at Messrs. LANGE, CHAMBERLAIN &  
Co.,—Price, 75 cents.

**NOT RESPONSIBLE FOR DEBTS.**

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

AGENCY, American ship, Captain J. H.  
Frost—Russell & Co.

ALEXANDER YEATS, British ship, Captain  
J. W. Duffham—Order.

CONSTANCE, British ship, Captain P. R.  
Pingley—Pistau & Co.

HALLIDAY, British ship, Captain Wm.  
Haydon—Order.

MABEL TAYLOR, British ship, Capt. Chas.  
E. Durkin—Melchers & Co.

RICHARD PAINSON, Amer. barque, Capt.  
W. F. Thorndike—Order.

SINWAU, British barque, Captain  
J. Garlick—Simonsen & Co.

TYAN, American ship, Capt. C. H. Allen.  
—Russell & Co.

VELOCITY, British barque, Captain R.  
Martin—Pistau & Co.

**TO-day's Advertisements.**

**ZETLAND LODGE.**  
No. 623.

AN Emergency MEETING of the above  
LODGE will be held in the FREE-  
MASON'S HALL, Zetland Street, on MON-  
DAY NEXT, the 10th June, at 8.30 for  
9 p.m. precisely. Visiting Brethren are  
cordially invited.

Hongkong, June 8, 1889. 1106

**LITERARY SOCIETY.**

**CLASS FOR STUDYING COLLOQUIAL  
CHINESE.**

THE First MEETING will be held at  
18, BANK BUILDINGS on TUESDAY,  
the 11th June, at 8.45 p.m.

Teacher, WONG LUI SANG.

Fee for Members, \$1.25 per month.  
Fee for Non-Members 2.50 do.

Hongkong, June 8, 1889. 1119

**PEAK CHURCH.**

A General MEETING will be held in the  
LIBRARY, ST. PAUL'S COLLEGE, on  
FRIDAY, the 14th instant, at 4 p.m., for  
the purpose of receiving the Report of the  
Committee of Management, raising the  
Accounts, and electing a New Committee  
for the ensuing year. All Persons interest-  
ed in the Church are invited to attend.

W. JENNINGS,  
Hon. Sec. to the Committee.

Hongkong, June 8, 1889. 1111

**VALUABLE SALE OF DESIRABLE  
BUILDING SITES  
AT THE PEAK.**

MR. G. R. LAMMEERT, Auctioneer,  
will sell by Auction, on the Site, on  
MONDAY,  
the 17th June, 1889, at 5 p.m.,—  
SIX VALUABLE BUILDING SITES,  
known as Sections of RURAL BUILDING  
Lot No. 61.

This Property is within a few minutes'  
walk of the Tramway and has been divided  
into Sections of an average area of 5,000  
square feet to meet a present and increas-  
ing demand for  
ECONOMICAL BUILDING SITES.

The whole of the Earth Work and Retain-  
ing Walls have been completed and the  
Sites  
PREPARED FOR BUILDING  
in the most approved manner, and the whole  
now forms one of the most desirable Sites  
at the Peak.

Conditions of Sale, Plans, Particulars  
and the fullest information can be obtained  
upon application to  
Messrs. WOTTON & DEACON,  
Solicitors,  
35, Queen's Road;  
or  
Mr. W. S. J. H. HANCOCK,  
C.R., F.R.E.S.,  
3, Beaconfield Arcade;  
or to  
THE AUCTIONEER,  
Daddell Street.

Hongkong, June 6, 1889. 1117

## To-day's Advertisements.

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**

**FOR SHANGHAI VIA SWATOW.**  
(Taking Cargo & Passengers at through rates  
for CHEFOO, TIENTSIN, NEW-  
CHANG, HANKOW and Ports on  
the YANGTZE)

The Co.'s Steamship  
Kutung,  
Captain YENHO, will be  
despatched as above on  
MONDAY, the 10th instant, at 4 p.m.

For Freight or Passage, apply to  
JAIDINE, MATHESON & Co.,  
General Managers,  
Hongkong, June 8, 1889. 1110

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

**FOR SWATOW, AMOY & FOCHOW.**  
The Co.'s Steamship  
Nemoo,  
Captain GODDARD, will be  
despatched for the above  
Ports on TUESDAY, the 11th instant, at  
10 o'clock a.m.

For Freight or Passage, apply to  
DOUGLAS LAURIE & Co.,  
General Managers,  
Hongkong, June 8, 1889. 1115

**THE SCOTTISH ORIENTAL STEAM-  
SHIP COMPANY, LIMITED.**

**FOR BANGKOK (DIRECT).**  
The Company's Steamer  
Mongkut,  
Capt. J. POWELL, will be  
despatched for the above  
Port on WEDNESDAY, the 12th instant,  
at 5 a.m.

For Freight or Passage, apply to  
YUEN FAT HONG,  
Agents,  
Hongkong, June 8, 1889. 1108

**NORDDEUTSCHER LLOYD.**

**STEAM TO YOKOHAMA, KOBE AND  
NAGASAKI.**  
(Passing through the INLAND SEA.)

The Co.'s Steamship  
General Werder,  
Captain M. RICHTEI, will  
leave for the above Ports  
on or about THURSDAY, the 13th instant.

For further Particulars, apply to  
MELOCHERS & Co.,  
Agents,  
Hongkong, June 8, 1889. 1113

**NORDDEUTSCHER LLOYD.**

**STEAM TO SHANGHAI.**  
The Co.'s Steamship  
Sachsen,  
Captain V. GOESSAM, will  
leave for the above place  
about 24 hours after arrival with the outward  
German Mail.

For further Particulars, apply to  
MELOCHERS & Co.,  
Agents,  
Hongkong, June 8, 1889. 1114

**THE CHINA SHIPPERS' MUTUAL  
STEAM NAVIGATION COM-  
PANY, LIMITED.**

**FOR LONDON VIA SUEZ CANAL.**  
The Co.'s Steamship  
Opach,  
J. C. JACQUES, Com'dr.,  
will be despatched as  
above on or about the 17th instant.

For Freight or Passage, apply to  
ARNHOLD, KARBNER & Co.,  
Agents,  
Hongkong, June 8, 1889. 1109

**FOR SINGAPORE, HAVRE AND  
HAMBURG.**  
(Taking Cargo at through rates to  
ANTWERP, AMSTERDAM, ROTTER-  
DAM, LONDON, LIVERPOOL  
and BREMEN.)

The Steamship  
Daphne,  
Captain J. VOSS, will  
be despatched for the  
above Ports on TUESDAY, the 18th inst.,  
at 4 p.m.

For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents,  
Hongkong, June 8, 1889. 1120

**NORDDEUTSCHER LLOYD.**

**STEAM FOR**  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS.

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON WEDNESDAY, the 3rd day of  
July, 1889, at 4 p.m., the Company's  
Steamship *SACHSEN*, Capt. V. GOESSAM,  
with MALES, PASSENGERS, SPIRIT,  
and CARGO, will leave this Port as above,  
calling at Genoa.

Shipping Orders will be granted till  
10 a.m. Cargo will be received on board  
until 1 p.m. Spirits and Parcels until 10  
a.m. on the 3rd July, 1889. (Parcels are  
not to be sent on board; they must be  
left at the Agency's Office.) Contents and  
Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.

For further Particulars, apply to  
MELOCHERS & Co.,  
Agents.

Hongkong, June 8, 1889. 1118

## To-day's Advertisements.

**SHIRE LINE OF STEAMERS.**

**FOR KOBE AND YOKOHAMA.**  
The Steamship  
Merionethshire,  
DOWLING, Commander,  
will be despatched for  
the above Ports on the 16th instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents,  
Hongkong, June 8, 1889. 1116

**HONGKONG RIFLE ASSOCIATION.**

**SPOON COMPETITION—800 YARDS.**  
TEN SHOTS—CARBINES allowed Two  
Shots extra—will take place NEXT  
SATURDAY, 15th instant, at 4 o'clock.

A SHELTON HOOPER,  
Hon. Secretary.

Hongkong, June 8, 1889. 1118

**PROTECT YOURSELVES  
FROM  
MALARIA, TYPHOID,  
DIARRHŒA.**

THE Effects of a Water-logged Soil  
and Choked Drains, by a free use of  
DAKIN'S

**SOLUBLE CRESOL.**

The most Convenient, Economical and  
Efficient Disinfectant.

In Bottles, 25 Cents, 50 Cents and  
upwards.

SOLD ONLY BY  
**DAKIN BROTHERS,  
LIMITED,**  
WHOLESALE AND RETAIL  
CHEMISTS,  
QUEEN'S ROAD CENTRAL  
(opposite HONGKONG HOTEL),  
HONGKONG.

Telephone No. 60.  
Hongkong, June 1, 1889. 1064

**SHIPPING.**

**ARRIVALS.**  
June 7, 1889.—  
Richard Parsons, American barque, 1,116.  
W. F. Thorndike, Newcastle, N.S.W., April  
17, Coal—Ozawa.

June 8.—  
Peking, German steamer, from Whampoa.  
Constance, British ship, 1,591, P. R.  
Singley, New York January 28, Parafine.  
—Pistau & Co.

McBeth, British steamer, 622, S. M.  
Kunath, Saigon June 3, General.—ADAM-  
SON, BELL & Co.

Benary, British steamer, 1,111, Le Bon-  
tilier, Saigon June 4, Rice and Paddy.—  
GIEN, LUTHERSON & Co.

Namoi, British str., 863, F. D. Goddard,  
Fochow June 5, Amoy 6, and Swatow 7,  
General.—DOUGLAS STEAMSHIP CO.

Airle, British steamer, 1,600, W. Ellis,  
Sydney May 4, Brisbane 7, Townsville 10,  
Cocktown 11, Thursday Island 16, and  
Port Darwin 30, General.—RUSSELL & Co.

**DEPARTURES.**  
June 8.—  
Soochow, for Hoibow and Pakhoi.  
Chittor, for Cuba.  
Euphrates, for Singapore.  
Apurade, for Nagasaki.

**CLEARED.**  
Marie, for Haiphong.  
Tianin, for Fouchow.  
Vorwärts, for Haiphong.  
Peking, for Shanghai.  
Carrabelle, for Saigon.  
Johann, for Haiphong.  
Werner, for Otsu (Japan).  
President Garfield, for Manila.  
Cicero, for Nagasaki.  
Pakshan, for Swatow.

**PASSENGERS.**  
ARRIVED.  
Per McBeth, from Saigon, 10 Chinese.  
Per Benary, from Saigon, 20 Chinese.  
Per Namoi, from Coast Ports, 140 Chi-  
nese.  
Per Airle, from Sydney, 129 Chinese,  
and 2 Japanese.

DEPARTED.  
Per Soochow, for Hoibow; 50 Chinese.  
To DEPART.  
Per Marie, for Haiphong, 1 European,  
and 30 Chinese.  
Per Vorwärts, for Haiphong, 110 Chi-  
nese.  
Per Peking, for Shanghai, 41 Chinese.  
Per Johann, Haiphong, 15 Chinese.  
Per Pakshan, for Swatow, 100 Chinese.

**SHIPPING REPORTS.**  
The American barque *Richard Parsons* re-  
ports: May 31st, spoke *Jennie Hutchins*,  
from Melbourne, bound Philippines Islands,  
30 days out, lat. 20° N., lon. 122° E.  
The British steamer *McBeth* reports: Left  
Saigon June 3rd, at 4 p.m., had  
westerly winds to Padaran; and thence S.  
and S.E. winds to port, and fine weather.  
The British steamer *Benary* reports: Had  
fine weather, and smooth water throughout.

The British steamer *Namoi* reports: Left  
Fochow on the 5th instant, and experi-  
enced light N.E. winds, and cloudy  
weather to Amoy; left Amoy on the 6th,  
and Swatow on the 7th; from Amoy to  
Swatow, light variable winds and hazy weather;  
and from Swatow to port, moderate  
South to S.W. winds, with passing showers.  
Steamers in Fochow, *Glenlogie*, *Pechili* and  
*New Huang*. Steamers in Amoy, *Taiching*,  
*Wooching*, *Formosa*, *Fidelo*, *Chipsen*, R. O.  
*Jung King* and *Ying King*. Steamers in  
Swatow, *Wanchow* and *Soochow*.

The British steamer *Airle* reports: Left  
Saigon June 4th, arrived at Brisbane 6th,  
left again on the 7th, and arrived at Town-  
sville 10th, leaving same day for  
Thursday Island, and arrived 14th, left  
Thursday Island 16th, and arrived Port  
Darwin May 20th, left on the 30th, and  
arrived in port June 8th. Had generally  
the clear weather, and smooth sea through-

out.

Hongkong, June 8, 1889. 1118

## POST OFFICE NOTICES.

**MAILS will close:—**  
For MANILA.—  
Per *President Garfield*, at 9 a.m., on Sun-  
day, the 9th inst.

For SWATOW & SHANGHAI.—  
Per *Kutung*, at 9 a.m., on Monday, the  
10th inst.

For HAIPHONG.—  
Per *Vorwärts*, at 9 a.m., on Monday, the  
10th inst.

For SHANGHAI.—  
Per *Peking*, at 3.30 p.m., on Monday,  
the 10th inst.

For STRAITS & CALCUTTA.—  
Per *Jarridon*, at 11.30 a.m., on Wednes-  
day, the 11th inst., instead of as  
previously notified.

For BANGKOK.—  
Per *Amoy*, at 7.30 a.m., on Wednes-  
day, the 12th inst.

For NAGASAKI, KOBE & YOKOHAMA.  
Per *Amoy*, at 11.30 a.m., on Wednes-  
day, the 12th inst.

For PORT DARWIN, SYDNEY & MEL-  
BOURNE.—  
Per *Changsha*, at 5 p.m., on Saturday,  
the 15th inst.

**MAILS BY THE UNITED STATES PACKET.**  
The United States Mail Packet *Caetic*  
will be despatched on FRIDAY,  
the 14th instant, with Mails for Japan,  
San Francisco, the United States,  
Canada, Honolulu, Peru, &c., which  
will be closed as follows:—  
4.45 a.m. Post-Office closes, but Corre-  
spondence may be posted on board the  
Packet with Late Fee of 10 cents extra  
Postage until the time of departure.

**MAILS BY THE BRITISH PACKET.**  
The British Contract Packet *Rehille* will  
be despatched on SATURDAY, the  
15th instant, with Mails for the United  
Kingdom, Europe, and countries be-  
yond, via Brindisi; to the Straits  
Settlements, Netherlands India, Bur-  
mah, Ceylon, Aden, Egypt, Malta,  
and Gibraltar.

The usual hours will be observed in closing  
the Mails, &c.

**MAILS BY THE FRENCH PACKET.**  
The French Contract Packet *Ozou* will  
be despatched on THURSDAY,  
the 20th June, with Mails to the  
United Kingdom, Europe, and places be-  
yond, via Marseilles; to Saigon, Straits  
Settlements, Batavia, Burmah, Ceylon,  
Madras, the Australasian Colonies,  
Aden, Natal and the Cape, Egypt,  
Malta



This class for the study of colloquial Chinese, in connection with the Literary Society, will hold its first meeting on Tuesday next at 8.45 p.m.

**RAILWAY EXTENSION IN EGYPT.**—The following are the details of the proposals for the extension of the railway from the Khedive's Government:—1. Shebeen-el-Khaima to Menouf. This line will be about 8 miles long, with two stations, one at Shebeen-el-Khaima and the other at Menouf. The estimated cost of the work is £340,000, and of the rolling stock, £10,000. 2. Damietta to Bahariya. This line will be about 12 miles long, with three stations, two at Damietta and one at Bahariya. The estimated cost of the work is £340,000, and of the rolling stock, £10,000. 3. Medinet Fayoum to Bahariya. This line will be about 7 miles long, with two stations, one at Medinet Fayoum and the other at Bahariya. The estimated cost of the work is £340,000, and of the rolling stock, £10,000. 4. Assiut to Gharbiya. The length of this line will be about 10 miles, with two stations, one at Assiut and the other at Gharbiya. The estimated cost of the work is £340,000, and of the rolling stock, £10,000. 5. Bridge across the Nile at El-Khanka. This will be a bridge with a single line of rails and a pathway for foot passengers. It will be about 100 metres long, and will cost about £50,000. The estimated cost of the work is £340,000, and of the rolling stock, £10,000.

**'FRAGRANT WATERS' MURMUR.**—That this Colony can scarcely be said to have been governed for a considerable time back, and now it is merely drifting in a helpless sort of way, with machinery broken down, and the error of the compass unknown.

That the state of the roads is a standing reproach to the Government, and if we are unlucky enough to get a typhoon this month before the blocked drains are cleared, Heaven help us, for our officials are apparently unable to do so.

That as it is, residents are complaining bitterly of stenches and consequent fever and other internal troubles, and but little extraordinary measures are being taken to clear the channels.

That there can be no doubt about the removal of matter from a wrong place being done 'slowly,' but he would be a bold man who would add 'surely.'

That a wild report is in circulation that, if the work of clearing away is extended throughout the Summer, disinfectants will be made use of as soon as the cool weather will admit.

That in common fairness to the Sanitary Board, it must be remembered that the Board have no right whatever to interfere with the public works, whether they are carried up or free, and notwithstanding that many private house-drains must thereby become festering beds of disease.

That the postponement of the Legislative Council till further notice was the act of the Governor who was wont to talk much of public opinion and the ventilation of all subjects affecting the welfare of the Colony.

That perhaps the question of the S. U. M. will answer itself in the course of time.

That Mr. Price's white elephant, the Dredger, might come in handy now—as a Steam Hopper.

That the public are just a little inclined to say hard things about our new Surveyor General; but although it may be said he had a good opportunity of showing what stuff was in him, every allowance must be made for the circumstances.

That he may shine out yet as a star of the first magnitude, but not as Chairman of the Sanitary Board.

That Mr. Brown's painful position could not but show itself in his inaugural speech, which was a severe commentary upon the action of the Governor.

That a Municipal Council ought to be the outcome of recent events, if the residents would but act together and take up the matter with a will.

That there is a cry of 'water, water everywhere, but not a drop (to drink);' and one of our American cousins remarked the other day, 'Well, now, I guess a fellow might mistake this tar-water for another hot place where drops of water are always at a mighty premium.'

That the officials are nearly unanimous in thinking that our plain-speaking Queen's Council is much more forcible than polite.

That the people, who pay the taxes and look for a return in faithful public service, recognise the truth that forborne marks more often effectively most certain cases than do polite speeches.

That it is a melancholy fact that many public servants seldom succeed in catching the natural and excusable feelings of the people.

That the role of the Acting Registrar General has not perhaps been recorded on the Government side so frequently as to enable him to analyse the meaning or significance of the operation.

That once upon a time an official in Hong-kong, voted on the wrong side, and old residents will remember what came of it.

That the Acting Registrar's vote for a Government measure is merely a small fraction of a system of administration which will pass away when a better form takes its place, and no one save a hot-headed and inexperienced official would dream of repeating a plain statement of fact.

That the documents known as the Harbinger Correspondence would have attracted more general attention but for the coming of the Modern Deluge.

That 'vituperative rhetoric' may occasionally be called for and thereby become justifiable, but when the leading gentleman in the Colony wields such a weapon by mistake and in anger, the result is entirely unsatisfactory.

That Mr. Hugh McCallum is a gentleman of considerable scientific attainments, coupled with a good deal of hard common sense.

That his remarks about the disposal of City refuse are doubtless the outcome of both combined.

That the suggestion to consign it to the deep blue sea is perhaps the most practical, and the least expensive of his several proposals.

That a 'hopper,' as used at Home, is a self-propelled craft not necessarily of great first cost, or expensive in its habits.

That, unlike Government steam-launches, it does not lend itself to frivolous pursuits, and would be in little danger of deviating from the path of duty, in the direction of pic-nic parties.

That even Hongkong's refuse, with all its written and spoken rubbish added, would not, for many years at least, so raise the bottom of the China Sea as to interfere with navigation.

That doubtless it would be classed among 'unenumerated exports,' but even the energetic Kowloon Commissioner would hardly think to burden it with a transit duty.

That if Chinese contractors could be intrusted with the duty of conscientiously sandwiching it between alternate layers of soil, dumping it on to the foreshore might ultimately lead to profit, if not pleasure.

That, however, all soils are not equal in good disinfectants, and a simple experiment lately made on the Island, though somewhat crudely carried out, showed disintegrated granite to be low down in the scale.

That it would be interesting to know what meaning the Surveyor General attaches to the word 'possible.'

That in answer to a question he stated that as far as 'possible' the Tytan Water supply had been turned into the Pokfulam mains.

That Hongkong can hardly any longer be called a free port if, as occurred the other day, passengers can be rudely stopped to have their private baggage overhauled for opium.

That it is a good and proper thing to give China a friendly lift towards the collection of her revenue, but results direct and indirect never contemplated apparently will have to be guarded against.

That in the eyes of the Chinese, Hongkong is already something of a Chinese Custom-House.

That they are not in the habit of making delicate distinctions, and the Office in Queen's Road is frequently referred to as an Imperial Squeeze-Station.

That a recent sale of land on the foreshore in Kowloon can scarcely be taken as an augury that reclamation mud on this side is to be worth \$10 to \$15 a foot.

That the site referred to is perhaps the most eligible on that side, but the man who proposes to utilise it had better think of him who confidently built his house upon the sand.

That most residents hope the Tramway Company will show the Government how a disaster can be minimised by prompt action.

That the chair-coolies' tariff went up in proportion as the needs of the Peakites became known, and the Government rates are nothing more than a useless printed form.

That the new Chief of Police takes occasion to drop in on the outstations at all hours and seasons, and the Chinese have christened him the Hundred-eyes.

That it may be hoped this of the Argus eye will improve the detective branch of the Department.

That rumour says a measure is under consideration to meet the difficulty regarding the registration of private steam-launches; but as it will have to be touched up in Council, unofficial members will please note.

That there is a general agreement as to the fact that the coal formations in Tonquin are vast in extent, and if the quality of the article when unearthed equals its quantity, a welcome stimulus will be given to the trade of this Colony.

That Consular Reports afford much interesting and instructive reading, of a varied character.

That philanthropists will learn with mingled regret and pleasure, that while the pig-trade of Hainan has 'languished,' the egg-trade has increased.

That the report would have been still more interesting had it stated whether the increase was in duck or hen eggs.

That the value of statistics is measured by their exactness.

## BROWNIE.

A rhinoceros is the bush is worth two in the hand.

There are 200,000 models in the United States Patent Office, illustrating almost every conceivable phase of human ingenuity, but the model that has not yet remained to be invented.—*Somerville Journal.*

AMERICAN EDITOR.—Colonel Jubilee, I congratulate you. A dispatch just received from Washington says the President has reconsidered his determination and will probably send in your name for that foreign duty.

DELICIOUS.—A Frenchman (editor of the Daily Telegraph) shouting frantically up through the speaking tube:—Wilkins, kill that editorial on 'The Wrengle between the President and Mr. Blaine.'

## THE CHARGE AGAINST A NAVAL SURGEON.

The hearing of the case in which Staff Surgeon Magrane of H. M. S. *Conquest* is charged with neglect of duty and incompetence, was resumed by the Court Martial on board the *Victor Emanuel* to-day.

Dr. Ye, cross-examined for the defendant said: I do not think I have talked over this matter in a way prejudicial to the defendant. The temperatures taken in Fiddler's case from the morning of the 6th to the 9th May gave an indication of collapse. I consider those temperatures to be such as may be seen in a typical case of typhoid fever. I considered the patient to have been ill ten days or a fortnight before those temperatures were taken. I can't say from the chart that Fiddler had been ill for some time previous to the time those temperatures were taken. The chart is not all I have to go on in answering questions on temperature. I do not in framing my reply rely on information obtained in the Court of inquiry. I speak from general experience.

This closed the case for the prosecution. Capt. Henderson said the only other point was that Fiddler had been ill for some time before he went to the doctor at all. There was evidence of this, although he did not bring it forward.

The President said such a statement was altogether irregular.

Staff Surgeon W. M. Craig, *Victor Emanuel*, recalled by the Court, said:—From the post mortem examination and the fact the patient vomited during the night previous to his death and was described by Staff Surgeon Paterson as being when he saw him in the morning very much worse, with face drawn and haggard, and considered him seriously ill, I should consider that perforation took place on the night previous to his death. If perforation took place then, and considering the state the patient was in when I saw him, I can hardly think it possible that a medical man should regard the case as one of simple continued fever at 9.30 a.m. or thereabouts the same morning. I consider that simple continued fever was not a proper description of the case, from the result of the post mortem examination.

Do you think it possible for the prisoner to have made so serious a mistake if he had given proper attention to the case that morning?

I think if the patient had been thoroughly examined that morning his condition could not have been overlooked.

Putting aside the post mortem, and as an expert, considering the temperature chart and the statement signed by the defendant on the morning of the 10th stating that the patient was attacked by severe abdominal pain and vomiting, do you consider that a medical man would be justified in diagnosing the case as one of simple continued fever?

No, I should not.

What would you describe it as?

I should describe it from the observation of the records, but I should have to read the case myself and see the symptoms.

Would you have described it as more serious than simple continued fever?

Yes, from the chart and statement. In an ordinary case of fever the careful dieting of the patient would be of great importance. I should have put this case on sick leave.

The defendant, who was then called on to make his defence asked to be allowed two hours to arrange it.

On the Court resuming:—Dr. Martin read the defendant's statement which followed:—I am in the unfortunate position of appearing before you as a prisoner after sixteen years' service in Her Majesty's Navy, during which time I have always done my duty to the satisfaction of my superiors both medical and naval. The first charge, that of negligence in the performance of my duty from 30th April to 10th May, I respectfully but firmly deny. For one day during that period I was sick and reported myself to Capt. Henderson. The evidence that was brought against me with regard to neglect of Fiddler's case has been very largely obtained from unreliable sources. I mean the lower deck evidence, most of the witnesses being mess-mates of the deceased or biased and unable to come to a fair conclusion on the case or to weigh in their minds the extraordinary circumstances which I think ought to be taken into consideration in case of such an obscure character as Fiddler's. The evidence of the experts who had seen the case and stated facts and of others who had not, pointed to the possibility of making a diagnosis in a case of this kind was generally admitted, and it was stated that typhoid fever is one of the most indolent and difficult to diagnose of all diseases. As the temperature was not typical or suggestive of typhoid or such as to cause typhoid to be thought of as an extreme possibility, there being constipation, and no pain or tenderness in the abdomen, I supposed it was a case of simple continued fever. After Dr. Osborne's leaving, the man's temperature suggested to my mind that there might be malaria fever, but I was that it had gone down from 102.2 to 100. I was undoubtedly a case of typhoid, but many other medical men have been unable to discover typhoid until too late to save life. Many recorded cases go to show this, and one celebrated case is that of the late Prince Consort. I admit I was in error about the case, but according to the view I took of it I treated it in my opinion perfectly correctly. When I saw the man's temperature come down I was satisfied he was convalescent. The statement that the patient lived four days in a state of collapse is too absurd to notice. On this charge of neglect I hope the Court will acquit me. It is a grave charge and is only backed up by a great deal of hearsay evidence from the lower deck. I found Dr. Osborne in charge of the case and if a sickness had been necessary I think he would have set up one. With regard to the second charge, I was feeling very unwell and sent for Dr. Paterson and asked him to do my duty. At that time I felt I could not do it. I was feeling a little nervous as I had a sleepless night. It was after Dr. Paterson's visit that I felt Mr. McCallum called me, when I

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